



THE DEFENCE FORCES MAGAZINE

# AN COSANTÓIR

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JUNE 2014

Helicopter  
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Egress Safety  
Training

**INFANTRY  
ASSAULT  
BRIDGE**

French Mountain  
Police SAR Unit

100th  
ANNIVERSARY  
OF WWI

# IN RESERVE

## C Coy 1 Inf Bn

ISSN 0010-9460



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*Shortlisted for the Media Pioneer Awards 2013 (UK)*



**FIANÓGLACH**



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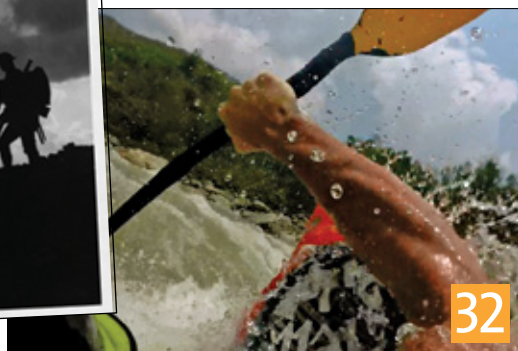
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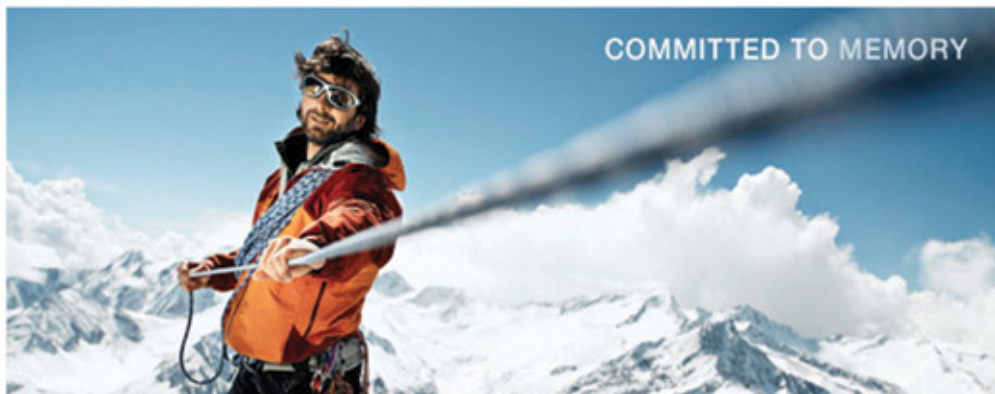
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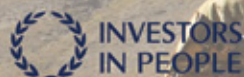


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**Front Cover**

*Photo of a member of C Coy, 1 Cn Cois on exercise. Photo by A/S David Jones.*

*For more Defence Forces photographs, checkout: [www.flickr.com/photos/dfmagazine](http://www.flickr.com/photos/dfmagazine)*

**H**ello and welcome to our June issue. Firstly I would like to thank Cpl Paul Millar for standing in for the last two issues – well done! Secondly I would like to welcome in our new admin clerk to the Information Office of PR Branch, Cpl Kelly Gallagher – I'm sure she'll be a great addition to the team.

There have been many parades and exercises of late, so please keep sending in your photos for our *On Parade* pages. This month's issue starts off with *In Focus* looking at the first ever Sgt Major's Conference held in 2 Bde HQ recently, and also in *Donegal Soldiers' Heroic Actions* we look at four members of 28 Inf Bn, who came to the aid of a distressed family trapped in an RTA. Our first article by Wesley Bourke is on the Naval Service training for Air Corps heli crews in *HUET: Helicopter Underwater Egress Safety Training*. Next we have two more short pieces, the first is by Lt Donnacha Reilly on how the 42 Inf Bn, UNIFIL supported the Lebanese Armed Forces and then *The Irish Military Vehicles Group* let us loose in their yard to see what's next for renovation. Our next article contains some fascinating aerial photographs and an interesting article by Raphael Fallon on the *PGHM: French Mountain Police SAR Unit*.

Our Def-Tec centrepiece by Cpl Paul Millar is on the *Infantry Assault Bridge*. Next in *Strategic Review Nairobi Terror Attack*, by military historian and author Paul O'Brien recalls the 2013 attack on the Westgate Shopping Mall, in Kenya. In the fourth and final part of our *North South East West* feature by Wesley Bourke, takes us to C Coy, 1 Cn Cois, who are based in Clifden, Co Galway. Our *History* feature *Lighting the Fuse: Sarajevo 1914*, which focuses on the outbreak of World War One on its 100th Anniversary by Terry McLaughlin. *Sport* this month looks at the DF Kayaking Club's trip to Nepal by Aptce Daniel O'Brien and the sport of Olympic Lifting by Cpl Karl Johnston. Plus we have all our regular features – *Military Media Round-Up*, *Tac-Aide*, *Gear Review*, *Noticeboard*, *Reviews* and *What I Do*.

*Wayne Fitzgerald*

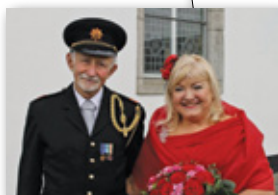
**Sgt Wayne Fitzgerald - Editor**

**GOOD LUCK NOEL**

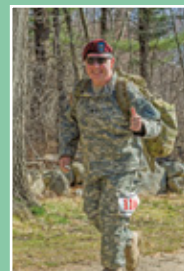
On the 20th April 2014, we said goodbye to another member of our backroom staff, Cpl Noel Coss, Admin NCO, Information Office. Noel retired from the Defence Forces after 24 years service, having spent his initial years with B Coy, 3 Inf Bn, and then with MP Coy, DFTC before joining the team here in February 2011. Noel was a great guy, and photographer, so we wish him and his family well in his future accomplishments. *Photo: Jim O'Connor*

**CONGRATULATIONS!**

Pictured are Comdt Peter Riordan (retd) and his lovely wife Terry Healy on their wedding day. The 83-year-old retired Comdt celebrated his wedding day in his uniform and made his new bride's wishes come true. Peter walked up the aisle in his dress uniform, which he was fitted for in 1961 when he was commissioned into the Defence Forces. *Photo: Capt Laura Keane (DF Press Office)*

**TOUGH RUCK BOSTON MARATHON**

Pictured is Sgt 1st Class Tony O'Regan (2nd Bn, 19th Special Forces, Airborne) and Ex CTD E / ARW) is pictured at the Tough Ruck Boston Marathon, held on 19th April, Patriots Day. Tony ran in honour of three soldiers friends who sadly were KIA between 2005-2013. He came 1st in the over 50s and 8th overall out of 300+ military runners. Carrying a 50lb ruck backpack, 'which included a lot of water!' His time was 5hrs and 15mins for the 26.2-mile marathon. The combined total raised for the veteran's family's charity was \$107,000+. *Photo: Tony O'Regan*

**HISTORICAL PROMOTION**

On Easter Sunday 2014, in the GPO another historical occurrence happened, Pte Ronnie Daly from McKee Bks Coy was promoted to Cpl by GOC 2 Bde, Brig Gen Michael Beary. He is pictured here being congratulated by Monsignor Eoin Thynne HFC. *Photo: Robbie McAney*







## SWIMMERS!

Pictured are students and instructors on the Basic Swimming Course, which took place recently in the DFPES, DFTC. Photo: Sgt JJ Ryan (HQ DFTC)

## ONE ST CONLETH'S MASS

Pictured are members of ONE at the St Conleth's Mass in the Curragh Camp on 27th April 2014. Photo: Michael Mc Donnell L.I.P.F.



## HAPPY RETIREMENT

Pictured are three members of the Ordnance Group who recently retired from the Defence Forces. L/R: Sgt Mick Mackey, Lt Col John Phelan (OC Ord Gp), Cpl Philip Dunne and Cpl David O'Shea. Photo: Sgt JJ Ryan (HQ DFTC)



## RUGBY 7'S

Pictured on the 30th April are members of the 1 Inf Bn, who won the recent Hooker Regan Trophy for Rugby 7's Tournament in the UL ground, Limerick - were over 100 players participated. The competition was hosted by 12 Inf Bn. Photo: Sgt Rena Kennedy (Press Office)

## GUNNERS

Pictured in McKee Bks, Dublin are the 41 'Gunnery' of all ranks from 2 Arty Regt, based in Custume Bks, Athlone, prior to their 'Take Post', outside the GPO to present arms to President Michael D Higgins for the opening ceremony on Easter Sunday Commemoration. Photo: RSM Noel O'Callaghan (2 AR)



## INTER CONTINGENT LADIES SOCCER MATCH

On Friday 25th April 2014, Fijibatt were the hosts of the UNDOF Inter Contingent Ladies Soccer Match. This match was played between Fijibatt and the Force Reserve Coy Ladies Soccer Team. The FRC team were the winners of the match that was played in a great spirit. Photo: Captain Ian Snee (PIO 44 Inf Gp, UNDOF, Syria)







### FAI PRESENTATION AVIVA STADIUM 2014

Pictured in the Aviva Stadium recently are L/R: CQMS Casey McQuillan (Equit Sch), with the 2014 Women's National League Trophy for Raheny Utd of which he is the manager. They now go on to represent Ireland in the Women's Champions League Cup in August. Pte Sinead Taylor, Galway, was picked for the National League team of the year side. CQMS Ben O'Looney (J4 Logs) - Dublin Met Ladies Team Manager. Photo: Sqn Sgt Paddy Byrne (Equit Sch)



### ANZAC DAY 2014

Pictured at ANZAC Day on the 25th April 2014 at Grangegorman Cemetery, Blackhorse Ave are members of ONE from the Fr James Gilmore Br and the Royal Meath Br and also members of the 2 Fd Arty Regt Assoc. Photo: Dessie O'Hara



### CONNEMARA HALF-MARATHON

Husband and wife take gold in Connemara, pictured with Col Burns (DJ7) are CQMS Tom Monks (2 Ord Coy) winner in the O/40s, while his wife Sgt Tara Kennedy (DFHQ), was the first female home. Both scored excellent times of 1:28:52 and 1:36:09 respectively. Photo: Pte P Mc Donnell



### BIG GUNS

Pictured are the students and instructors of the recent Artillery Standard NCOs course run in the Arty Sch, DFTC. Photo: Sgt JJ Ryan (HQ DFTC)

### FATHER & SON

Pictured at the 1916 parade on Easter Sunday are two father & son pairs who participated in the event. Top: CS Frank Moran and his son Pte Declan Moran, both of D Coy (RDF) 6 Inf Bn from Westport, Co. Mayo. Bottom: Capt Martin McCormack (2 Arty Regt) and his son Pte Ian McCormack (C Coy, 6 Inf Bn) from Mullingar. Photos: Comdt Tom Cunningham (RDF) 6 Inf Bn



### FIRST FOR CAV

Pictured recently are members of 2 Cav Sqn on the first unit ran LTAV Operators Course in the Glen of Imaal. L/R: Sgt Glen Phelan (Assisting Instr), Tpr Geoff Magee, Tpr Adam Byrne, Cpl Jonathon Hyland and Cpl Andy D'Arcy (NCO IC Instr). Photo: Sgt Glen Phelan



# Sgt Majors Lead the Way

BY SGT WAYNE FITZGERALD PHOTOS SGT KARL BYRNE AND ARMN ADAM FOX

*Defence Forces Chief of Staff, Lt Gen Conor O'Boyle and Brig Gen Michael Beary (GOC 2 Bde) met with the sergeant majors and warrant officers during their conference.*



etc, so that, for example, personnel from Donegal detailed for a guard of honour in Dublin could travel to a central clothing store at short notice. Also under this topic Sgt Major Mark Fitzsimons (Mil Col) spoke about looking at amending the new ceremonial arms drill manual to allow swapping arms while in the 'Ar Shocracht' position. Those attending the seminar also agreed that on ceremonial occasions all supporting staff, such as drivers, etc, should be in Service Dress No 2, and only the security party should wear DPMs.

In the discussions relating to the empowerment of the sergeant major, RSM Noel O'Callaghan (2 Arty Regt) proposed that sergeant majors should be able to sign a transport requisition, which currently requires the signature of an officer. Sgt Major Stan Hurley said that a unit's senior NCO should also be consulted on annual AF667s and have more of a say on unit messes.

Under the RDF integration topic Sgt Major Christy Burke (RDFTA) said that reserve personnel should have clear career paths and must meet KPIs (key performance indicators), and that medicals are still difficult to get. All present agreed that the Single Force concept was a work in progress between the PDF and RDF.

Sgt Major Paul Fagan (SPB, DFHQ) thanked Sgt Major Lamb for hosting the conference and said they would try get the discussion topics sent out three months prior to next year's conference – which he asked Sgt Major Dave Galvin (1 Bde HQ) to host. He continued by saying their consolidated 'after action' report would be submitted to the Chief of Staff and the General Staff within two weeks. ■

**O**n the 16th and 17th April 2014, 2 Bde hosted the first Defence Forces Sergeant Majors and Warrant Officers Seminar in Cathal Brugha Bks. An Cosantóir was kindly invited to visit and observe the group discussions.

There was a good turnout over the two days with nearly all unit/brigade/formations being represented by 30 of the 40 Sgt Majors and W/Os in the Defence Forces. The main topics for briefing/discussion were: RDF integration and the 'Single Force' concept; legal; HR management; dress and medals; the promotion system; ceremonial; and the empowerment of the Sgt Major.

The tasks of a unit's most senior NCO are varied and arduous: administering NCO duties; enforcing discipline; overseeing dress and deportment; and at times acting as a mentor - usually by encouragement but sometimes by their bark! They must exercise good judgment, maturity, prudence, diplomacy, tact and responsibility when dealing with matters of security or of a sensitive nature. They are the link between the NCOs and the senior officers of the unit.

An example of the role of the sergeant major was given by Sgt Major Derek Lamb (2 Bde HQ), who meets with his ops, logs and admin sections on a weekly basis to look at duties, brigade taskings, ceremonial events, and training exercises.

During the ceremonial discussion Sgt Major Mick Dillon (DFHQ) spoke about a proposal to issue units an allotment of shirts, ties, collar badges,



*Sgt Major Derek Lamb addresses the conference*



*Sgt Major Fagan chairs a discussion*



# DONEGAL SOLDIERS' HEROIC ACTIONS

BY SGT WAYNE FITZGERALD PHOTOS CPL NEVILLE COUGHLAN AND AS CREDITED



L/R: Ptes David Leech, Connor Doherty, Lee Mc Fadden and Stephen Healy.

**E**arly one Sunday morning in April, four 28 Inf Bn soldiers based in Finner Camp rescued a trapped family from their car after it went off the road while travelling around a dangerous bend in Ballybofey, Co Donegal. The occupants of the car were Neil and Lisa Faulkner from Co Antrim, and their three children aged four, one-and-a-half, and three

months. The family were travelling home after a birthday celebration.

Disaster struck at 9.30am as the family's car veered off the road into a field, flipping over and landing on its roof. Laura, who was in the front passenger seat, was terrified as her family could not get out of the car as its doors were jammed between an embankment and a barbed wire-fence. As she climbed into the back to help her children, who were screaming with fear, Laura was terrified that the car's engine would explode.

Moments later as the parents lay helpless in the car with their children screaming, help arrived. Fortunately for the trapped family, the next car to come around the bend was driven by Pte Lee Mc Fadden, who, along with three colleagues, Ptes Stephen Healy, Conor Doherty and David Leech, who were returning from range training.

The four privates, trained to expect the unexpected, quickly and calmly set about dealing with the situation and immediately provided aid to the trapped family.

Pte Healy, who is a trained military first responder (MFR), said later: "As soldiers we are trained for such situations and it all went very smoothly. We kept talking to each other and talking with the family. They were frightened but we tried to put them at their ease. It wasn't long before we had them out and thankfully there were no real injuries, apart from the shock."

Soon after the family were rescued from the car, two ambulances arrived on the scene and took them to Letterkenny General Hospital where they were medically

assessed before being released later that evening. Lisa Faulkner later said they simply cannot thank the soldiers enough. "They went above and beyond the call of duty," she said, "and they are a credit to their families and to the Irish Army."

Many thanks to Lt Enda Caldwell (28 Inf Bn) for his help with this piece. ■



The Faulkner family. Photo: NW Newspix/Donegal Daily

Vox Pops



**Pte Stephen Healy (13 years' service)** from Derry, overseas service: 92 & 95 Inf Bn (Liberia), 97 & 100 Inf Bn (CAR/Chad) and 107 Inf Bn (Lebanon).

"When I saw the car upside down, the first thing I thought of was the MFR course, but thankfully I didn't need those skills as although everyone was in shock, otherwise they were OK. We had to get a door open first as the car was jammed against a fence with barbed wire. We got the children out first, then the parents and got everyone as far away as possible as there was a strong smell of petrol."



**Pte Conor Doherty (7.5 years' service)** from Donegal, overseas service: 97 Inf Bn (CAR/Chad).

"I saw the car going off the road. When our car stopped we all ran down to the crashed car. Pte Healy and I managed to get the doors open by jumping on the barbed-wire fence that was jamming them. The mother passed me the children and I passed them on to the other lads. I helped the mother out and we walked the family away and stayed with them until we weren't needed anymore."



**Pte David Leech (10 years' service)** from Letterkenny, overseas service: 93 & 96 Inf Bn (Liberia) and 97 Inf Bn (CAR/Chad).

"It was early morning and driving by you couldn't tell if there were people inside. Very often drivers will pass by an abandoned car in a field thinking people have got out and simply pass on. It's a lesson to us all that you should check cars in similar situations because you never know when they have left the road. We were just in the right place at the right time - it's as simple as that. We were happy we could help."



**Pte Lee Mc Fadden (7.5 years' service)** from Donegal, overseas service: 97 Inf Bn (CAR/Chad).

"I was driving the car that morning when the car in front went off the road. We just kept calm and worked as a team, like we are trained to do from basic training up."

The dangerous corner near Ballybofey. Photo: NW Newspix/Donegal Daily



# MILITARY MEDIA Round Up

## MILITARY MEDIA Round Up

### MILITARY MEDIA Round Up



*"There is intense military interest in smart materials for soldier clothing, particularly in interactive textiles that can sense and react... in useful ways such as changing colour, swelling, oscillating, conducting electricity, collecting and storing electricity. Envisaged applications include clothes that detect and react to weather conditions by altering their waterproofing... DARPA's Warrior Web programme seeks to create a soft, lightweight under-suit that would help reduce injuries and fatigue*

*and improve soldiers' ability to efficiently perform their missions."* **Military Technology, Issue 4, 2014. Photo: DARPA**

*"The Navy's next-generation strike fighter will make its first appearance in British skies this summer when it debuts at two of the world's biggest air shows. The F35 Lightning II – the punch of Britain's two future aircraft carriers – will be appearing at the Fairford and Farnborough shows in July, the first time the stealth fighter has appeared outside the USA."*

**www.royalnavy.mod.uk/News-and-Events/ Photo: www.bhmpics.com**



*"Saab's man-portable weapon system Carl-Gustaf has been chosen by the US Department of the Army to be a Program of Record within the US Army. This means that the shoulder fired weapon system, with a long service record with the US Special Operations Forces, will now become standard issue to the US Army's light infantry units."*

**Military Technology, Issue 4, 2014.**



*"Soldiers joined with millions of Australians to pause and remember on Anzac Day. They remembered soldiers who never returned from the battlefields of Gallipoli, the Western Front and all conflicts since... In the 100th year since the start of World War One, Australian Defence Force personnel across Australia and Gallipoli, France, Belgium, Kabul and the United Arab Emirates marked the 99th anniversary of the Gallipoli landing."* **www.army.gov.au**



*"A multinational group of four NATO minesweepers and a supply vessel left the German port of Kiel on 22 April 2014 to deploy to the Baltic Sea to enhance maritime security and readiness in the region. The five ships are part of the Standing NATO Mine Counter-Measures Group One (SNMCMG1). "The Group's presence contributes to regional maritime security," said General Philip M. Breedlove, Supreme Allied Commander Europe (SACEUR). "During this period of tension, we felt it appropriate to deploy SNMCMG1 to the Baltic Sea as part of a broad package of actions by NATO's maritime, air and ground forces."* **www.nato.int**



*"The Armed Forces of Malta recently deployed a three-person infantry training team consisting of members of C (Special Duties) Company to the European Union Training Mission to Somalia (EUTM Somalia) which is based in Uganda. This is the fourth successive deployment... Besides the provision of trainers, for a second time, the Armed Forces of Malta have also provided a Personal Assistant to the Irish Mission Commander of EUTM Somalia, Colonel Michael Beary."* **www.afm.gov.mt**



*"In 2013, the assistance rendered to the police was limited to two operations: first, the deployment of an NBC detection squad to identify unknown substances on 31 May 2013 and, second, the provision of armoured vehicles in the area of Melk on 17 September to ensure that the police could safely... facilitate the arrest of a suspected criminal."*

**Truppendienst, Nr. 21, 2014**

*"Chinese press reports... point to the country's accelerated activity regarding ocean-floor sensors placed at strategic locations along its coast. They have found that the Chinese have been diligently studying Cold War history to guide their decisions... China's neglect of antisubmarine warfare is becoming a thing of the past."*

**Proceedings, April, 2014**

*"The Navy of Brazil (MB) is expected to receive their first nuclear submarine by 2023. The development is carried out with the collaboration of France. At the same time, the MB plans the construction of four conventional submarines (diesel-electric)."*

**Military Technology, Issue 4, 2014.**

*"Canada is revisiting a decade-old decision not to join the US ballistic missile defence program. James Bezan, parliamentary secretary to the minister of national defense, told a defence summit in Ottawa that the issue has come up again before both Senate and House of Commons committees. Bezan said there has been some concern about the "accuracy" of missiles being developed by some rogue countries that could target Canada's neighbor, the United States, and end up striking Canada, he said."* **www.defencetalk.com**



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## Duncannon Fort MILITARY SHOW

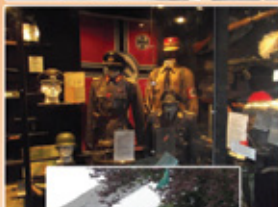
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# Ditching! Ditching! Ditching!

BY WESLEY BOURKE  
PHOTOS CPL NEVILLE  
COUGHLAN AND  
SGT KARL BYRNE

**F**lying in a helicopter or airplane is generally a safe, comfortable experience. However, there is always the outside chance of things going wrong. In the case of those operating frequently at low level over water, the only realistic option in an emergency may be to 'ditch'.

Crew members involved in a ditch can suddenly find themselves strapped to their seat inside a rapidly darkening cabin as it fills rapidly with ice-cold salt water and starts to sink. It is vital that anyone who finds themselves in such a position doesn't panic and knows exactly what to do.

As members of the Defence Forces are tasked with conducting maritime patrols and search-and-rescue at sea roles it is incumbent on the organisation to ensure these personnel are fully trained to deal with such worst-case scenarios, and these are not just fantasy situations as over the years several Air Corps aircraft have had to ditch in water due to mechanical failure or bird strikes.

In addition, air safety regulations require pilots, aircrew and passengers who operate in aircraft over water to undergo specialist training to prepare them for such emergencies. In Ireland this training is carried out in the National Maritime College Ireland (NMCI) in Cork. There are two phases of compulsory training to be undertaken: helicopter underwater egress training (HUET) and sea survival training.

All personnel involved in over-water air operations

must undergo HUET every two years and sea survival training every five.

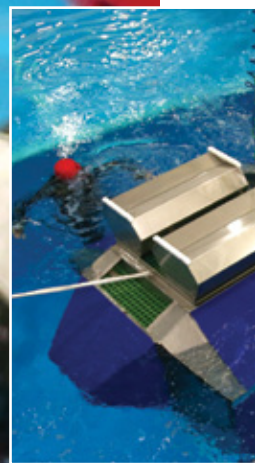
For this journalist to get an understanding of these emergency drills and what aircrews have to go through, getting wet was the only option.

Both elements of training take place in the NMCI's environmental pool, complete with HUET simulator. The pool can simulate harsh sea conditions through wind and wave generators as well as providing extreme rain conditions.

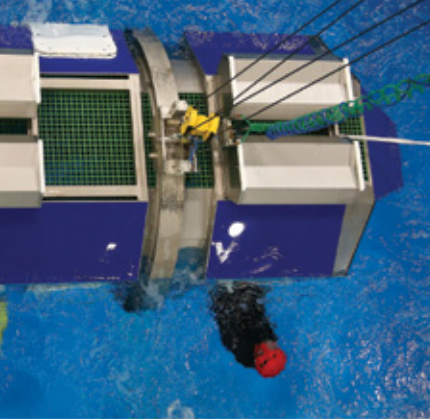
Joining up with pilots and aircrew from No 3 Ops Wg, only two of whom had undergone the course before, the sheer sight of the pool and the HUET simulator caused a ripple of anxiety to travel through the group. Nervous jokes were thrown about to ease the tension, as even though everyone could swim there is something about the prospect of being buckled into a seat and submerged upside down in water that gets the heart rate soaring.

Naturally (and thankfully!) you are not expected to jump into the simulator and hope for the best. The first half of the day is spent going through the emergency procedures to be followed, such as adopting the bracing position before ditching.

Now, there is the perfect scenario where the aircraft simply glides down to the water. In the case of a helicopter it releases its flotation devices and for a plane it just floats on its wings. Everybody gets out into the raft and you don't even get your feet wet. This can happen







of course but you have to train for the worst-case scenario.

Taking us through the HUET drills was instructor L/Sea Colm Mulligan. "In a real-life situation it will be chaos," he told us reassuringly! "However, if you can remember not to panic and be aware of your surroundings you will be fine."

He then showed us a US Marine Corps video in which a Sikorsky CH-53 helicopter, packed with a platoon of fully kitted-out marines, coming in to land on the deck of a naval vessel got its undercarriage caught, stalled and flipped sideways into the sea.

The next clip showed one of the survivors telling a HUET course about his experience. He explained how he had lost consciousness and when coming-to found himself in a dark cabin rapidly filling with water, fuel and oil. To survive, he said, he had to overcome the onset of panic, get his bearings, get his body armour and kit off and formulate an exit strategy. He figured out the layout of the helicopter by finding the HMG mounted on the door and managed to get out and get to the surface. Although he had burst his lungs and had broken his back in six places, he had survived. Eleven of his fellow marines didn't make it out. He explained the main lesson to the listening course: "Don't panic and know your surroundings. It may save your life someday."

There are several things you have to take into account if an aircraft is going to ditch. Once the aircraft has ditched you must wait until it settles before you unbuckle otherwise you risk being thrown around the cabin, inflicting injury on yourself and others. You must also wait until the cabin has filled with water as this allows the pressure to equalise so you can release the emergency exits.

"A big 'no' is opening your lifejacket before exiting," L/Sea Mulligan told us. "If the cabin is full of water you'll soon find yourself pinned to the ceiling. On exiting, be aware of debris from the aircraft, inflate your lifejacket, find your crewmates, count off, and inflate the life raft. Now, that doesn't sound too hard, does it?"

The training involves seven simulated ditches in the pool. In each situation you have to focus on the same things: bracing for impact; sitting up and assuming the secondary position after impact; identifying primary and secondary exit points; avoiding smoke inhalation; cross-cabin exit; exiting in darkness; surfacing for air; and head count.

Fixed-wing crews and first timers like me have to hold our breath as the simulator submerges. Helicopter crews use emergency breathing system (EBS) equipment, which gives them up to three minutes of oxygen under water.

One surprising thing was the instructor telling us that we shouldn't kick our legs when exiting but only use our arms. However, it soon made sense when he explained that if you used your legs you might kick one of your crewmates in the face as he exits behind you.

Our first ditch, as did every other, started off with L/Sea Mulligan giving the warning commands: "Ditching! Ditching! Ditching!... Brace! Brace! Brace!" Immediately, the simulator began to descend and as the water started to fill around our feet unwanted feelings of claustrophobia and panic started to arise unsummoned. Our instructors in the simulator with us, CPO Kevin Ferguson and PO Dave O'Brien, could see the panic on our faces. "Lads, just relax. Take a good breath. When the simulator settles look at your surroundings, find your exit, pull the cord and out you go."

Sitting beside me was a garda from the Garda Air Support Unit (GASU), who didn't look one bit happy. However, with two No 3 Ops Wing pilots in the front of the simulator playing with the pretend control levers and going through flight procedures as if they were actually flying, you couldn't help but laugh.

By the seventh ditching we were finally getting the hang of it. Although, when conducting the cross-cabin drills I was only seconds away from pushing my GASU counterpart out of the way. It's not easy waiting for someone else while you are holding your breath upside down underwater!

While this training is a break from regular air operations, all those undergoing it appreciate how vital it is. As students Sgt Hennessy, Sgt Murray and Lt O'Hanlon said: "We are doing more and more operations over water, winching, naval operations, troop deployment. This training is vital and although some people have done it several times, unless you do it regularly you simply won't remember."

All the students on the day were in agreement that the Naval Service HUET instructors and the NMCI's environmental pool were top notch. "The HUET simulator is an excellent teaching tool," said Flt Sgt Louis Linnane. "You simply can't teach drills like this in a classroom."

For any of our colleagues who operate over water, hopefully the only time you will ever hear "Ditching! Ditching! Ditching!... Brace! Brace! Brace!" will be when undergoing a HUET simulation. However, if you do find yourself in a real-life emergency situation, this vital training could well save your life. ■





# SUPPORTING *the* LAF

BY LT DONNACHA REILLY (PIO, 42 INF GP, UNIFIL)

**42 Inf Gp recently conducted a young entry course on crowd and riot control (CRC) and a PT leaders course at their HQ in At Tiri, South Lebanon, for the Lebanese Armed Forces (LAF). The UNIFIL mission, among other things, sets down an end-state that requires enhanced support to the LAF to ensure that it reaches an operating capacity to be in a position to take over full security responsibility for South Lebanon.**

Responsibility implies capability, and UNIFIL, through the Strategic Dialogue mechanism are working with the LAF, the government of Lebanon, international donors and troop-contributing countries to build such capability within the LAF.

In order to better develop the relationship with the LAF, to increase the cohesiveness of our combined operations, and to support the building of LAF capability at the tactical level within our AO, Lt Col Ray Yorke (OC 42 Inf Gp) proposed a programme of limited training support to the LAF within 42 Inf Gp's means and capabilities. This programme, developed by the unit DCO, Comdt Caroline Burke, in conjunction with OC B Coy, Comdt Niall O'Hara, provides a platform on which subsequent contingents can build in order to support the LAF in a tangible, measurable and enduring way.

The courses offered reflected the instructor expertise within 42 Inf Gp and ranged from physical and medical training, unarmed combat and mine awareness, to CIED training and basic operational English.

B Coy was tasked with running the two courses completed to date. A platoon of LAF soldiers deployed to UNP 2-45 for the intense week-long CRC course in early February. The 24 students comprised a platoon commander, NCOs and privates. Language issues were overcome with the help of 42 Inf Gp's language assistant, Ali Fawaz, who was attached to B Company for the duration of the course. Capt Waldron and his fellow B Coy instructors, Lt Brian McIntyre, Cpl David Daly and Cpl Brian Geraghty, gave the students a valuable insight into the standards and discipline expected in a public order situation and their instruction was enthusiastically received by the students, who were very keen to learn.

The PT leaders course, conducted at UNP 2-45 between April 24th-28th, was attended by 18 LAF students, mostly officers and NCOs. Sgt Shay Hawe, and Cpl Ian Woods, both B Coy, put the students through their paces for the week, which turned out to be very physically demanding but also very rewarding for the students, all of whom, despite being a little stiff and sore at the end, thoroughly enjoyed the course. Again, the participating troops got a valuable insight and appreciation of PT and the importance of physical fitness as a basic requirement for every soldier.

There was also a very important social aspect to the courses as the students were accommodated at UNP 2-45 and completely integrated into the camp. Good friendships were built around the pool table, dart board, and of course while cheering on favoured teams on Sky Sports.

The fact that all students on both courses passed is a testament both to the enthusiasm of the students and the quality of instruction from the officer and NCO instructors of B Coy. The next training planned will cover operational English for joint patrols and basic medical training.

I will leave the last word with Lt Col Yorke, who said: "This training support initiative has been very positive for the LAF and 42 Inf Gp. We have established a very good rapport at the tactical level that will ultimately benefit our joint operations." ■



# Restorers!

| 15

BY SGT WAYNE FITZGERALD  
PHOTOS SGT MICHAEL BURKE

**R**ecently An Cosantóir caught up with the Irish Military Vehicle Group (IMVG) at their vehicle workshops and clubhouse near Naas, Co Kildare. The group was formed in April 2005 with the aim of saving old military vehicles from the scrap yard. Not only do they save them, they repair and restore them for public display throughout the country and beyond. The group has 45 members and 38 vehicles (including nine bikes, five AC-MATs, a Nissan Patrol, a Mercedes saloon, a MAN truck, and many more).

So far in 2013/14 the group has worked on restoring a 1954 Alvis Saracen APC, three Land-Rovers, a modern ambulance and a 1938 BSA motorcycle; all of which required major work.

The Saracen, which was discovered in a paintball arena where it had sat for the last 12 years. The vehicle is undergoing restoration at present, its pictured by the group below left when found, and undercoated right. Hopefully it will go on display this summer.

IMVG will hold their annual military show in Naas Racecourse on 21st and 22nd June (from 10am to 6pm).

The show is now in its seventh year and its third in Naas, having previously been held in Swords, Co Dublin. The IMVG also display vehicles at about 18 other shows a year throughout the country. Their first this year, in Johnstown, Co Kilkenny, in January, was held to commemorate the crash of a B17 bomber in 1944.

On March 16th they visited a show in Fermanagh, and then it was back down to Kildare for the St Patrick's Day Parade in Newbridge and the Easter Parade in Naas.

Upcoming projects for the group include the restoration of a 1956 Mk I and a 1960s Mk II Humber 'Pig' and a French ALM-ACMAT from the early 1960s.

While the 'Pig' is synonymous with the British Army during the Troubles in Northern Ireland, some were leased by the Defence Forces for service in Cyprus during the early years of UNICYP. The ACMAT (Ateliers de Construction Mécanique de L'Atlantique) probably saw service in North Africa as these

models were purposely built for the French Army and French Foreign Legion serving in Algeria.

Events executive Kieran Flynn (who was IMVG chairman 2005-09) told us: "We have a great core of people here, both serving and retired, including school teachers and military enthusiasts, and we have been asked to attend everything from weddings to funerals."

The IMVG's current principal officers are Mick Jones DSM (chairman), Jenny Kelly (secretary), Conor McDonnell (treasurer) and Dermot O'Connor (PRO).

The IMVG welcomes visitors to its storage facility and workshop, where they can see the vehicles, meet the members, and get a feel for how the group operates. Members of IMVG are always interested in meeting people who share their interests and you don't have to own a vehicle to join the group. If you are interested in military history and the part vehicles have played in the great events of the last 100 years, please visit [www.facebook.com/IrishMilitaryVehiclesGroup](http://www.facebook.com/IrishMilitaryVehiclesGroup) or contact IMVG through [jkelly102@hotmail.com](mailto:jkelly102@hotmail.com).

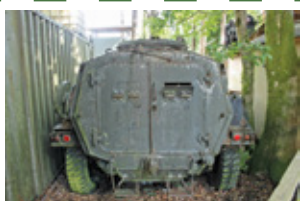
**You can also meet members of the group at any of the upcoming shows: Duncannon Military Weekend, Co Wexford (31st May - 2nd June), IMVG Military Vehicle and Re-enactment show, Naas Racecourse, Co Kildare (21st - 22nd June), War & Peace Show, Kent, UK, (11th - 23rd July), Cork Gaol Military Show (9th - 10th August) & Gerard Murphy Memorial, Ferns, Co Wexford (5th October). ■**



Saracen undercoated



Saracen Restoration Crew





**W**hen thinking of Chamonix, nestled in the Massif du Mont Blanc region in the Department de Haute-Savoie of south-eastern France, one might think of long days spent on the ski slopes and the lively atmosphere of the *après ski*, or perhaps of treks through the mountain resort, tranquil and snow covered, far away from our usual hectic daily lives. However, there is a more serious and dangerous side to an area that has attracted skiers, tourists and adventure seekers from the four corners of the world for many years.

Chamonix is one of the oldest ski resorts in France, situated near the massive peaks of Aiguilles Rouge and the most notable Aiguille du Midi. The north side of the summit of Mont Blanc and the summit itself are part of the village of Chamonix.

The Peloton de Gendarmerie de Haute Montagne (PGHM), a mountain police rescue unit, is an integral part of the French gendarmerie tasked with the search-and-rescue (SAR) role in the Mont Blanc region. The PGHM is on call 24/7 to assist with the rescue, and sometimes the more sombre recovery of bodies, of victims of accidents and avalanches in the mountains.

The origins of the unit go back to December 1956 when the idea was first mooted following a tragic accident involving two young Alpinists in the Massif du Mont Blanc. At the time there was no particular joined-up structure to SAR, which was conducted by local guides, the National Ski School and members of the Mountain Military School. As the authorities became more aware of this shortcoming, a circular was issued to each prefect in the region to work out and organise a specialised plan for future mountain rescue call-outs and operations.

As a result, on June 1st 1957 the gendarmerie dispatched an officer, Lt Pigaglio, to take command and direct the various groups participating in SAR. He proposed the creation of a small unit, which became known as Group Spécialisé de Haute Montagne (GSHM). Members of this unit were specialists, qualified to investigate accidents in the mountain region and participate in various rescue operations. The GSHM also centralised the alert system, ensured the correct equipment was in stock and fit for purpose, and trained new teams. This meant that a regulated mountain rescue unit with a permanent capacity was now in place and consequently it was included in the Plan ORSEC (Organisation Réponse de Sécurité Civile), a French regional plan that outlines the official response to natural disasters and other civil emergencies.

Members of the GSHM were initially recruited

# DEFA PERFORM

BY RAPHAEL FALLON





# W AANCE







from the gendarmerie and the CRS, another branch of the French police force. As more of these units were established in the Alps and Pyrenees, they became collectively known as Peloton de Gendarmerie de Haute Montagne (PGHM). There are, at present, 15 units in the PGHM, including one based on Réunion, a French island in the Indian Ocean.

Helicopter resources for the new unit were initially supplied from the Gendarmerie Aerial Unit based in Lyon, with a Bell 47 G2 machine. In 1963 the first Alouette III arrived on station. (We would be familiar with this same veritable workhorse in Ireland, as the Air Corps operated them for many years). The Alouette III, which operated at its maximum height ceiling on many occasions, remained in service with the Sécurité Civile (Civil Defence) in France, carrying the international Civil Defence badge on its tail boom, until May 2004 and the arrival of the Eurocopter EC145.

The gendarmerie aerial section in Chamonix consists of two detachments, one based at Chamonix itself and the other at Modane. Pilots are recruited directly from the gendarmerie and undergo 22 weeks of intensive training at the Helicopter Training School of the Aviation Légère de Armée de Terre (ALAT), based in Dax. Alternatively, pilots can apply from the Air Force, Navy, or direct from ALAT - the competition is intense.

Given the variable and extreme weather conditions found in the high mountains, being a PGHM pilot is not for the fainthearted or the inexperienced and on applying to join the unit prospective pilots would need to have built up approximately 3,000 flying hours.

Winch operators are generally recruited from the gendarmerie's NCO ranks, as there is no external recruitment from other services, with the exception of former aircraft mechanics from ALAT or members who served in the Air Force or Navy,





passed certain mountain operations courses, and hold a technical certificate.

As with SAR missions conducted by our own Air Corps crews, weather conditions, crew skill sets, medical requirements and any other pertinent factors are closely addressed in order to affect a successful mission, and to maintain the highest standards. The daily weather report is monitored and studied before every heli flight as very extreme weather can be experienced at the heights the crews may be required to operate, such as the 3,842m peak of Aiguille du Midi.

Those who require rescuing are often also suffering from serious medical complications, such as trauma injury, hypoxia, hypothermia, frostbite and many others, so having personnel capable of medical intervention of the highest standard is also essential. PGHM medical teams are headed up by doctors specially trained in dealing with the kind of medical problems the team are likely to encounter. Medical crews must also be very familiar with all equipment found on any modern medevac helicopter, such as spinal boards, winches, vac-splints, etc, as this equipment is used on a daily basis.

In the very harsh mountain environment the various tasks encountered by the SAR crews can be very challenging and the freezing cold can be a real worry prior to medevac of their patient, or patients, to the nearest hospital.

Radio communications are of vital importance and PGHM operates its own network throughout Mount Blanc. Working in conjunction with this is another network, Sécurité Alerte Mont Blanc (SAMB), which is financed by an organisation based in Chamonix.

Sometimes a rescue can turn into a recovery operation. In July 2012 nine climbers were struck by an avalanche during a dawn ascent of Mont Blanc. In cases such as this

members of the unit use specially trained sniffer dogs as well as probe poles and listening devices in an attempt to locate those missing. Unfortunately, none of the climbers were found alive. Such operations not only require the best of training but also a strong and resilient team.

Figures from 2011 show how busy the PGHM is. That year the Chamonix unit flew a total of 646 hours, of which 405 hours were on rescues. There were 712 rescue missions, 901 persons rescued, and 2,024 winch operations. The corresponding figures for the Modane unit were: 583 hours of total flight; 396 hours of rescue operations; 536 rescue missions; 590 persons rescued; and 708 winch operations.

It is now well understood that early medical intervention increases the chance of survival. This is particularly so in the case of the first hour, often referred to as 'the Golden Hour' by medical practitioners. Airlift by helicopter has the capability to deliver medical teams quickly to the scene of a medical emergency and also to get victims to hospital without delay. The ability of helicopters to land and take off in a small area and also to hover and winch medical/rescue personnel or victims, gives them an unparalleled flexibility in rescue operations.

The members of the PGHM can be justifiably proud of their long and proud service to the region, its local population, and its many visitors and I would like to dedicate this article to all the gendarmerie members in Chamonix and Modane, past and present, especially those who died while engaged in rescue operations: 46 in total. *Merci à toute!*

**Many thanks also to Sarah Geraghty (Press Attachée, French Embassy, Dublin) and Capitaine Emmanuel Vegas (Adjoint au Commandant le PGHM Chamonix) for their assistance in obtaining information and photographs for this article. ■**





# INFANTRY ASSAULT BRIDGE

*Once called forward to the obstacle, speed is a form of security. The teams sprint forward in a set sequence to minimise the chances of one team being exposed unnecessarily.*

BY CPL PAUL MILLAR

The ability to cross obstacles quickly can mean the difference between life and death for soldiers. The General Dynamics Infantry Assault Bridge (IAB), currently on issue to the DF is one solution to this problem. The students of the 33rd Combat Engineer Course gave a demonstration of its capabilities in March. Weighing only 940kg for the complete bridge and transport pallet, the IAB can be delivered by air, using an AW-139, or by land, using a DROPS equipped truck. The actual bridge unit is around half the total weight at 460kg. Broken down into seven bridging panels, a roller for assembly, a pontoon for supporting the bridge in water and an anchoring system, the IAB is then manhandled into action by specially qualified combat engineers.

The team of 18 combat engineers carry the individual units (a two-man carry per item) into a secure hide before being called into action. While speed of assembly is a big advantage of the IAB, this is only possible with a well-trained crew. Although it takes only six minutes for the complete bridge to be assembled, the engineers only emerge at the last possible moment, as the longer the team are exposed, the more vulnerable to casualties they become, notwithstanding that they are part of a bigger tactical picture, usually involving infantry who would provide security and cover when the 55kg panels are being assembled.

The bridge is deployed in two main ways. The first is a dry, unsupported 30m span. The second uses two separate bridging units supported by pontoons that meet in





*A well trained crew combining command, delegation and hard work is required to place the bridge accurately on the far bank.*



*There is one hollow, aluminium pontoon for each complete IAB unit to float on. The anchoring system also attaches to the pontoon, providing more stability in fast flowing water.*



*This close-up shows how the panels are connected. The black handles would be in the forward position when the panels are being moved from the hides.*



*The first team called forward places the roller assembly into the ground. It's a crucial first step because if it's placed in the wrong location or angle, then the bridge will have to be disassembled with a follow-on delay.*

the centre of a water obstacle. This wet gap option can span up to 44 metres.

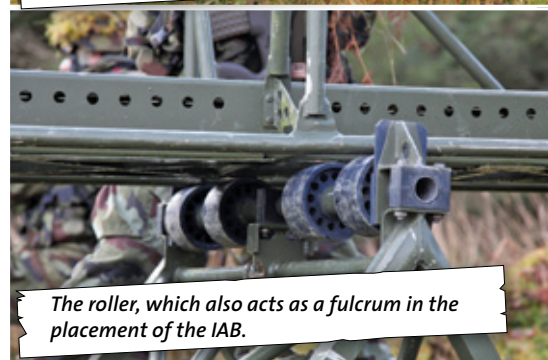
Before either of these options are chosen however, the ground must be surveyed to ensure the area is suitable. These surveys can go into enormous detail, especially when spanning a river, where one of the items of information the team needs to know is the speed of flow of the water. If it's fast the engineers will have to decide if the anchoring system will be strong enough to hold the floating 460kg bridge in position. (The anchors are essentially stakes that are strategically placed in the ground and then attached to the bridge via cables.)

With the speed of assembly that's required under stressful conditions, there is of course a trade-off. This comes in the size of load that the bridge can handle. The IAB can take a maximum weight of 135kg, so, for safety, only one person crosses the bridge at a time, controlled by the combat engineer at the foot of the bridge. This system means a standard infantry platoon can cross a 40m obstacle in four minutes, still a significant achievement if you consider that unspanned it could have delayed the troops by an hour or more, depending on the location.

The IAB is about more than just aluminium tubing used to bridge a gap. It's a combat system that uses hardware, specialised methods and trained personnel to cross an obstacle. From the dispersed, camouflaged bridging panels in their hides, to the combat engineers that are trained to construct the bridge alongside infantry executing an attack, the IAB can be a significant force multiplier when needed. ■



*Next up after the roller are the panels, arriving in a pre-planned order. The number of panels used will depend on the size of the obstacle.*



*The roller, which also acts as a fulcrum in the placement of the IAB.*



*Before the roller is removed, final adjustments are made by the combat engineers. At all times, those not directly involved are covering off, waiting for the next stage of the operation.*



*With the roller removed, the bridge can be crossed at a rate of eight troops per minute.*



# NAIROBI

## *Terror Attack*

BY PAUL O'BRIEN

**O**n Saturday, 21st September 2013 one of the worst terrorist attack in recent years unfolded when Al Qaeda-linked militants stormed a shopping mall in Nairobi, Kenya. For the next four days, Kenya would be plunged into darkness as gunfire and explosions echoed throughout its capital. The Westgate Shopping Mall was a popular, three-storey, cosmopolitan mall that was a well known place for locals and foreign nationals to shop and socialise; a soft target for the insurgents.

The group, Al Shabaab, launched the attack as 'retribution' for the Kenyan government's deployment of troops in Somalia. The UN had issued warnings of possible attacks in Kenya because of their involvement with Somali government forces acting against Al Shabaab in Somalia.

Weeks before the Westgate attack, Kenyan forces had arrested two insurgents who were planning an attack, recovering weapons, explosives, and suicide vests filled with ball bearings.

At noon on 21st September an estimated dozen Al Shabaab gunmen, armed with automatic rifles and grenades, entered the Westgate Mall and began summarily executing men, women and children.

The attack commenced with exploding grenades ripping through the outdoor seating area of the Artcafé shop. This was followed by bursts of automatic fire as the assailants made their way inside the mall. Dressed in combat fatigues and black turbans, and carrying AK47 assault rifles, the gunmen casually walked through the mall shooting indiscriminately. The scene was one of panic and chaos as people fled in terror, shocked at the series of events that they had become caught up in. Many of those that managed to get out through a rear door of the mall were cut and bleeding from shrapnel wounds.

*A soldier near the Westgate shopping mall.*







*A Kenya General Service Unit policeman stands guard in the area around Westgate shopping mall.*



*People scramble for safety as armed police hunt the gunmen who went on a shooting spree at the busy shopping centre.*

a soft-skinned target, this was aimed at drawing the world's attention to Kenya and its involvement in Somalia. The attack featured in every branch of the media and was broadcast live throughout the world.

Due to the poor reaction to the attack, with the police being outgunned and the army arriving on the scene with little or no intelligence as to who or what they were up against, the siege was to last another three days, resulting in the deaths of 61 civilians, six security personnel and five attackers. A further 175 people were injured, many of them seriously. Most of the victims were from Kenya's business and political elite, as well as expatriates and members of the diplomatic community.

In the aftermath of the attack, an investigation was carried out by British police officers who were sent to help the Kenyan counter-terrorism unit. A tightening of the country's security led to ten arrests of people suspected of aiding and abetting the attackers. The investigation also revealed that the insurgents were from a number of countries.

Terrorist tactics are continuing to evolve. They seek sophisticated means of attack that include chemical, biological, radiological, nuclear and explosive weapons and cyber attacks. Threats may come from abroad or may be home-grown. In response countries are tightening security in their cargo and passenger transportation systems, while concentrating on their borders and ports of entry. Law enforcement agencies are also using the full scope of their authority to collect intelligence regarding terrorist plans and methods.

In another approach, groups are also examining why people turn to terrorism to try and achieve their aims. Unsurprisingly they are finding that many terrorists act from political, ideological or religious convictions. However, it is important that none of these findings

are used as a pretext for discrimination against any segment of society, as this could lead to the alienation of many of those who are both willing and able to lend assistance to national security.

While security services throughout the world will take many lessons from the events at Westgate, possibly the most important is that it showed what a well organised, well trained group can do when they take terror to a whole new level. ■



*Kenyan soldiers take cover after gunfire erupts near the mall. (Photo: Carl De Souza/AFP/Getty Images)*



*Dawn breaks over the still smouldering Westgate Mall. (AP Photo/Ben Curtis)*



NORTH

SOUTH

EAST

WEST

# C COY

## 1 Cn Cois

### Clifden

BY WESLEY BOURKE PHOTOS A/SEA DAVEY JONES

**A**fter visits to Lough Swilly, Bere Island, and Dún Laoghaire our travels to the four geographical extremities of the Defence Forces comes to an end in Clifden, Co Galway, the site of our most westerly position and home to C Coy, 1 Cn Cois.

Clifden (An Clochán in Irish, which means 'the stepping stones'), is a coastal town known as the capital of Connemara, and is renowned as the place where Alcock and Brown landed after the first non-stop transatlantic flight in 1919. Surrounded by stunning scenery, Clifden is also a very popular destination for tourists.

In the recent Defence Forces re-organisation the local 51 Res Inf Bn was disbanded and, under the 'single force' concept, its members were incorporated into 1 Cn Cois, which is now organised into HQ Coy, A Coy, B Coy, Sp Coy and D Coy in Dún Uí Mhaoliosá, Galway City; C Coy in Clifden; and E Coy in Ennis, Co Clare.

Connemara is surrounded on three sides by the Atlantic Ocean and contains some of the most visited tourist sites in Ireland, from the Inagh Valley lying between the Twelve Bens and the Mamturk Mountains, to Killary Harbour, Kylemore Abbey and Roundstone Bog.

However, this beauty can be deceptive. The last time we visited this area, to cover a SERE course, we watched troops crawling through a bog in the middle of an Arctic-like, freezing Atlantic storm. For the reservists of C Coy this is their backyard.

C Company consists of 112 all ranks. Some, like Captain Morris Leahy and Sgt John Foyle, have served with the reserve in Clifden since the mid-1980s in the then B Coy, 25 Inf Bn FCÁ. Unsurprisingly, they've seen a lot of changes over the years. As Sgt Foyle told us: "We started off wearing green boiler suits, armed with .303" Lee-Enfield rifles and Bren machine-guns. Since then we've transitioned through olive green combat dress to DPMS; the FN to the Steyr, the 84mm anti-tank and 60mm and 81mm mortars. Now





the single force concept gives us the opportunity to benefit from the skills and support of our PDF counterparts."

"When 25 Inf Bn amalgamated with 18 Inf Bn in 2005 to form 51 Res Inf Bn the reservists in Clifden took that challenge head on," Capt Leahy says. "For us this re-org is no different. We are very positive about it and up to the task. Our identity is now 1 Cn Cois, the cadre staff are being filtered out, and we now have to step up to the mark in many aspects."

Both of the unit's antecedents, 25 Inf Bn and 51 Res Inf Bn, bring with them a competitive heritage with many victories at all-Army orienteering and shooting competitions and Capt Leahy and Sgt Foyle are adamant that C Coy, 1 Cn Cois, will be no different.

Central to the single force concept is integrated training and the reservists of 1 Cn Cois travelled to Tralee Military Post and the Macgillycuddy Reeks last August for an exercise watched by the battalion OC, Lt Col Kevin McCarthy. "First I have to say we are very lucky in 1 Cn Cois," Lt Col McCarthy told us. "The reservists that are now part of our battalion, from the privates to the company commanders, are extremely enthusiastic and are working very hard."

The exercise OC, reservist Comdt Michael Reynolds, told us: "The re-org has been difficult and there have been a lot of challenges but everyone is very positive and enthusiastic. The reserve companies of 1 Cn Cois now include

troops that had previously served in medical, military police, engineer, transport, or cavalry units, so we have no shortage of skills when we go on exercises, particularly medics and drivers, two support elements you are usually crying out for. The skill transfer is fantastic and is there for all the battalion to benefit from." CQMS Declan Rafferty, originally a medic in 51 Res Fd Med Coy agreed: "It's a big change. I'm learning soldiering now but I'm also the company medic, which the CO is very happy with."

While many of C Coy's members are from the Clifden area, others come from all around Connemara and further afield. When we asked them where they came from we heard Carna, Rosmuc, Inverin, Rosaveil, Rosscahill, Uachtar Ard, Athenry, Lough Ree, Ballinasloe, and An Spidéal, among others.

As the Gaeligeoir unit of the Defence Forces 1 Cn Cois prides itself on having many native speakers and promoting the country's first language throughout the Defence Forces. In that regard, Capt Leahy explained that C Company is doing its bit as nearly three-quarters of the company are native Irish speakers, born and raised in Gaeltacht areas of Galway.

Clearly, C Coy, 1 Cn Cois, is doing a fine job in keeping the Defence Forces' most westerly flag flying high. ■

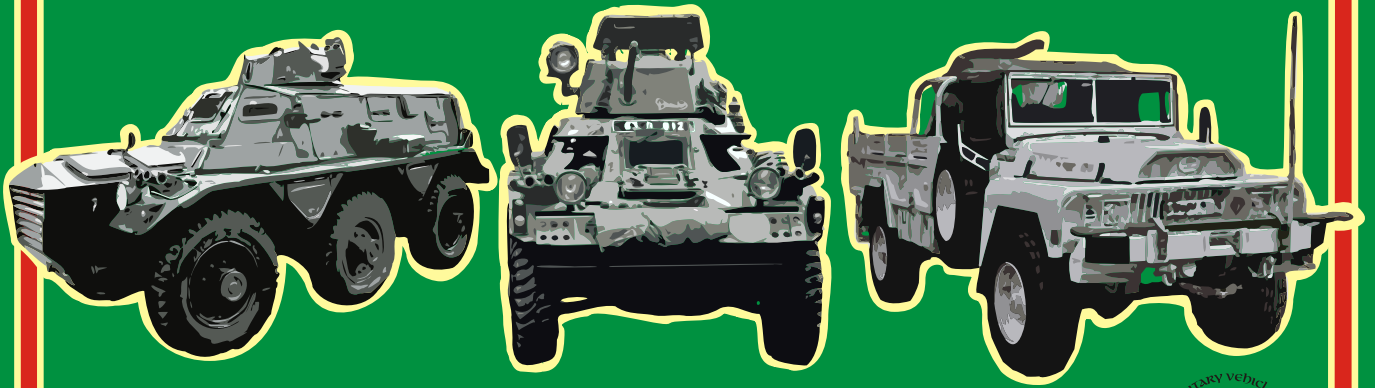





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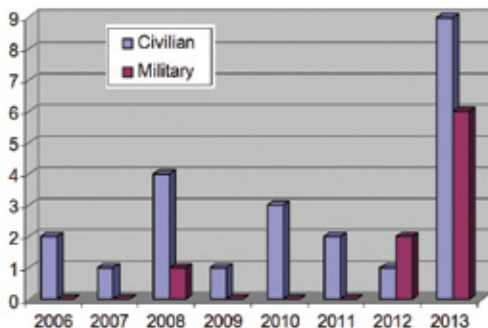
# FLIGHT SAFETY - PART 3

## Ramp Incursions

Following on from March and April's tac-aide on Flight Safety, which is of everybody's concern and in order to enhance flight safety within the Defence Forces, all personnel are encouraged to report all issues pertaining to flight safety. The prevention of such failures to flight safety is made through regulations, education, and training. Whether you're a visiting infantry unit conducting heli drills or attending a course of instruction – keep your senses aware at all times and remember once you come through the main gate at Casement Aerodrome, Baldonnell – **Safety Starts Here!**



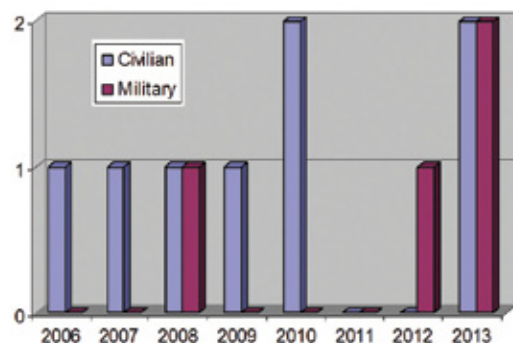
An airport's ramp or apron is the area of an airport where aircraft are parked, unloaded or loaded, refuelled, or boarded.



**Figure 1** – Reported Ramp Incursions by Military and Civilian Vehicles 2006-2013

Since 2006 there has been **32** reported ramp incursions by vehicular traffic in Casement Aerodrome, of these **23** were by civilian vehicles and **9** by military vehicles. Figure 1 above gives a breakdown by year of these reported ramp incursions. 2013 was a particularly bad year for ramp incursions with a total of **15** ramp incursions (**9** by civilian vehicles and **6** by military vehicles).

This represents slightly less than **50%** of the total reported ramp incursions for the seven year period or a **500%** increase on 2012 reported ramp incursions. This is a very worrying trend and it is a trend that will need to be reversed.



**Figure 2** – Reported Ramp Incursions via Traffic Lights 2006-2013

Since 2006 there has been **12** reported ramp incursion by vehicular traffic via the traffic lights located beside No. 5 Hangar, of these **8** were by civilian vehicles and **4** by military vehicles. Figure 2 above gives a breakdown by year of these reported ramp incursions. In 2013 there has been a **100%** increase in ramp incursions by military vehicles and a **200%** increase in ramp incursions by civilian vehicles over 2012 figures.

Movements on the ramp area are hazardous in their own right without adding the extra hazard of uncontrolled vehicular movement. Extra signage has been placed beside the traffic lights and markings have been painted across the Bravo taxiway, however, ramp incursions still occur. There were a total of **4** reported ramp incursions in the last quarter of 2013.

**ALWAYS REPORT INCIDENTS & ACCIDENTS!!!**

Contact Flight Safety Office:  
RSM Fergal McMahon  
Ph: 01 403 7890 or 7891 or email: [fergal.mcmahon@defenceforces.ie](mailto:fergal.mcmahon@defenceforces.ie)



# Lighting the Fuse

## Sarajevo 1914

BY TERRY MCLAUGHLIN

**O**n 28th June 1914, Gavrilo Princip, a 19-year-old Bosnian-Serb nationalist, shot and killed Archduke Franz Ferdinand, heir to the Austro-Hungarian Empire, who was on an official visit to Sarajevo, the capital of Bosnia, accompanied by his pregnant wife, Sophie.

Six conspirators armed and instructed by the Serbian nationalist Black Hand organisation lined the route of the imperial cavalcade. After the first two would-be assassins failed to act, the third, Nedeljko Cabrinovic, threw a bomb at the Archduke's car. The several-second delay fuse led to the device bouncing off the car and detonating under the next vehicle in the convoy, seriously injuring its occupants and over a dozen spectators. The royal couple were quickly driven to safety.

Later that day the Archduke and his wife decided to visit the injured in hospital. As a safety precaution the route was changed to avoid the city centre. However, the driver of the Archduke's car was not informed of the change and turned onto the original route along Franz Josef Street. When he became aware of his mistake the driver stopped and attempted to reverse but the car stalled. As fate would have it this happened close to the very place where Princip was waiting in the hope of still getting a chance to carry out the assassination. Seizing his chance, he stepped out of the crowd and fired two shots into the car, the first striking Franz Ferdinand in the neck, the second striking his wife in the stomach. Both were soon declared dead.

While this is generally accepted as the incident that triggered the First World War, so many other factors were at play that

views still differ as to their influence. This article expresses one

such view.

The degree that nationalism, timing, fate, and incompetence conspired in the assassination

of the Archduke can be seen writ large in the lead up to war.

Arguably, the main contributing factor was the ending of the old balance of power established by the Congress of Vienna in the wake of the Napoleonic Wars in 1815. The unification of Germany through Prussia's actions in Schleswig-Holstein (1864), the Austro-Prussian War (1866) and the Franco-Prussian War (1870) upset the status quo between the major powers and, significantly, also led the new German state, with its Prussian militarist backbone, to believe it could achieve its objectives through force of arms.

Over the next 40 years Germany grew rapidly, in population, economically and industrially, to the point that it challenged Great Britain as the major industrial powerhouse of Europe. Late to the 'game' in terms of colonisation, Germany also began flexing its muscles in Africa, where it came into direct competition with other major European powers.

This destabilisation of the status quo caused nervous Great Powers to construct alliances aimed at protecting their own interests while curtailing those of their rivals. The main alliances emerging from this process were the Triple Alliance (1882) between Germany, Austro-Hungary, and Italy (although Italy subsequently signed a treaty with France in 1902 that rendered its part in the Alliance ineffective) and the, looser, Triple Entente (1907) between Great Britain, France and Russia. These alliances would subsequently lockstep the belligerents on the road to war.

The rise of nationalism was another major contributor. This rise was particularly strong in areas controlled by the rapidly declining Turkish Ottoman Empire, such as Greece and the Balkans. By 1870, Greece, Serbia and Romania had attained a degree of independence and in 1878 at the Congress of Berlin the administration of Bosnia was given to Austria-Hungary. Much to the displeasure of Serbia, Bosnia was subsequently annexed by Austria-Hungary in 1908.

In 1912 Greece, Serbia, Bulgaria and Montenegro formed



Photograph of the Archduke and his wife emerging from the Sarajevo Town Hall to board their car, a few minutes before the assassination.





Tsar Nicholas II



Archduke Franz Ferdinand

the Balkan League and went to war with the Ottoman Empire to expand their territories, winning comfortably and reducing the empire's borders in Europe to roughly those of modern Turkey.

The Second Balkan War, which broke out in 1913 when Bulgaria fell out with its former allies over a territorial dispute, led to a vastly reduced Bulgaria and an enlarged and ambitious Serbia.

The result of the two Balkan wars was an increase in tensions, particularly between Serbia and Austria-Hungary, who saw the rise of Greater Serbia as a threat to the unity of its own disparate empire and to Bosnia, with its large ethnic Serb minority.

Nationalism wasn't confined to the new nations of Europe, however, and yellow journalism and bombastic politicians throughout the continent whipped up jingoism and fed their populations' paranoia about the threats posed by their neighbours.

Germany's rapid expansion of its military capabilities, particularly at sea, also led to an arms race with Great Britain, which had the world's most powerful navy, and severely damaged relations between the two countries.

Enveloping all of these contributory factors like a suffocating blanket was an almost universal belief in the inevitability of war; a sense that a war was needed to tidy up all these contentious issues and rebalance the power structures in a much-changed political and economic landscape.

Each of the protagonists also felt they had something to gain from a war. France stood to regain Alsace-Lorraine, the loss of which in the Franco-Prussian War still rankled deeply. A defeat for Germany would remove the threat to Britain's economic and maritime dominance, while a German victory would establish the relatively new nation's position as the major continental power and establish a new order. A Russian victory would restore the prestige lost through the Russo-Japanese War (1904/5) and by the defeat and humiliating treatment of its ally Bulgaria in the Second Balkan War. An Austro-Hungarian victory over Serbia would consolidate the empire's position and reduce the threat from its Slavic neighbour, while a victory for Serbia would allow for the creation of a Yugoslav (Southern Slav) state dominated by Serbia.

For most of the major powers' politicians and military leaders of the time, then, it was the classic question of

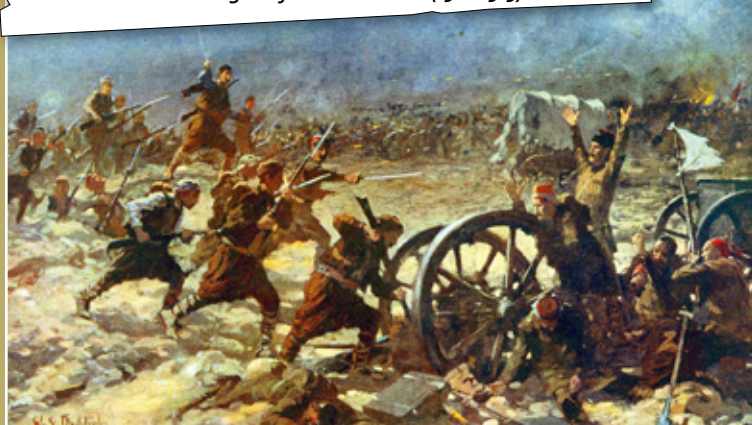
'Not if, but when?'

Looking back with hindsight informed by the utter devastation of the Great War, the horrors of the Second World War, and the threat of nuclear annihilation posed by the Cold War, it is difficult to see war in the same way as it was viewed by the majority of people used to set-piece encounters, usually with nothing much greater at risk than a bit of territory, some national prestige and the limited military forces employed in the field.

Even the majority of military thinkers, particularly the older ones who had most influence, failed to realise the degree to which the incredible increases in industrial technology and capacity, allied to equally advancing means of transportation and communication, meant that all bets were off: War was about to enter the modern age with a cataclysmic bang.

**Next month we will look at the aftermath of the assassination of Archduke Franz Ferdinand and we will address the question: Even if war was inevitable, was it inevitable that it would be fought the way it was? ■**

Painting depicting Bulgarian infantry assaulting the Ottoman lines at Kirkclareli during the first Balkan war (1912-1913).



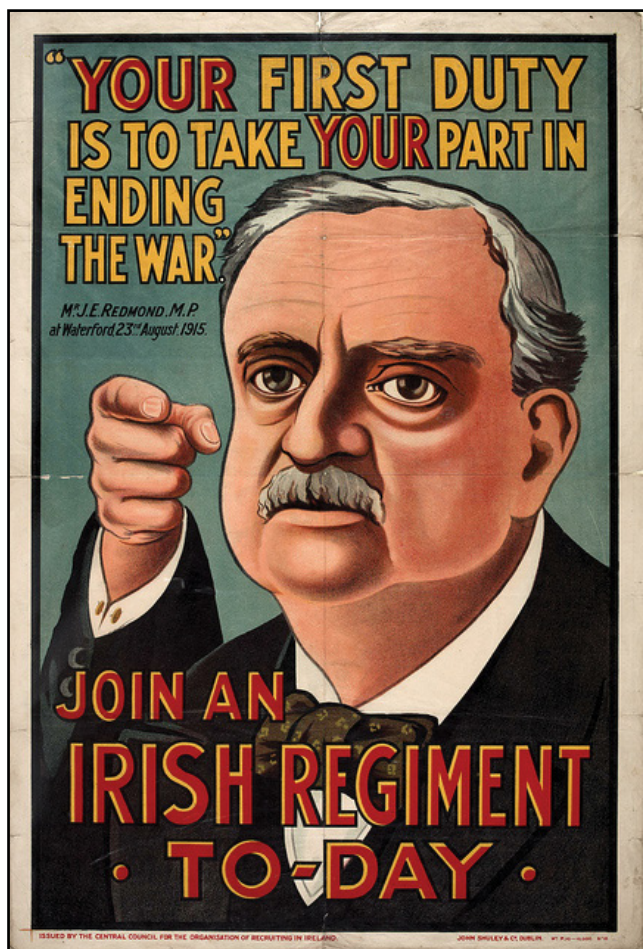
Battle of Broodseynde [sic] Ridge. Troops moving up at eventide - men of a Yorkshire regiment on the march (Western Front in 1916). Photo by the first official British war photographer 2/Lt Ernest Brooks. Photo courtesy of the National Library of Scotland, and used under a Creative Commons License.



# THE 100th ANNIVERSARY OF THE OUTBREAK OF WORLD WAR ONE

BY SGT WAYNE FITZGERALD

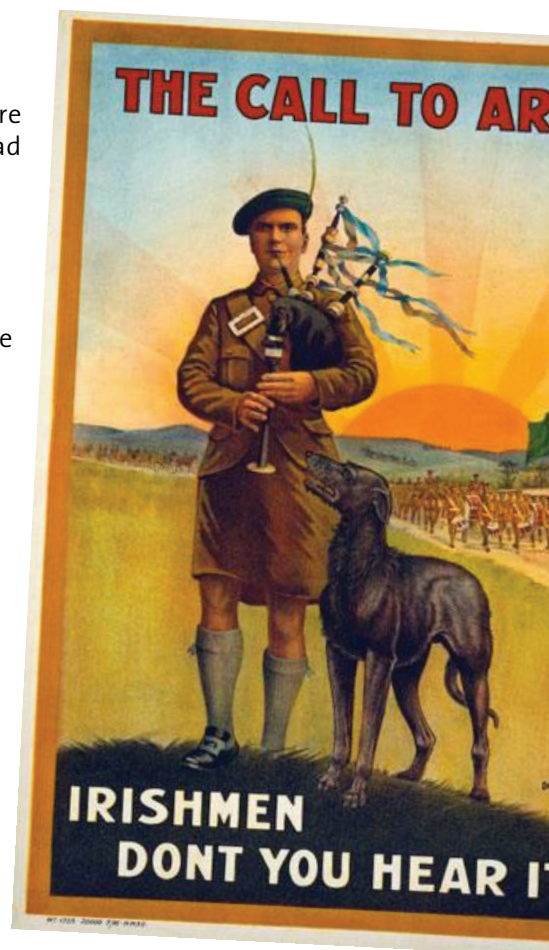
It is beyond doubt that WWI helped shape and create the world over the last century. The power of the great houses of the Victorian and Edwardian eras was vastly diminished, women joined the work force in many roles other than the traditional one of domestic service and also got the vote in Britain and Ireland in 1918, and new technologies developed during the war effort were harnessed to drive forward industrialisation. On the battlefield poison gas, air power, mass-produced artillery and ammunition, new types of weapons and explosives, submarine warfare, and tank warfare all made their baleful appearance.



Many factors were involved on the road to the Great War. One of the most significant was a change in the balance of power. Although it was the arrival of Germany onto the international scene that led to an unbalanced Europe, in this on-line piece we will look at why the Balkans became the tipping point.

Two main factors that disturbed the balance of power that had held sway for almost a century, since the Congress of Vienna in 1815, were the unification of Germany and the vacuum in the Balkans that arose from the increasing decline of the power of the Turkish Ottoman Empire, which had ruled the region since the 15th century. Throughout the 19th century Greece, Serbia, Romania, Montenegro and Bulgaria had all achieved their independence and in 1878 Bosnia was ceded by the Ottomans to be administered by the Austro-Hungarians under the Treaty of Berlin.

In 1908 Austria-Hungary annexed Bosnia, a move that enraged Serbia because of the large amount of ethnic Serbs living in Bosnia, as well as other Slavs, of whom the Serbs saw themselves as natural leaders. They also felt Bosnia should be united with them in a Greater Serbia.



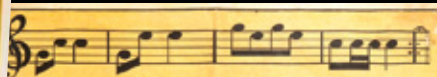


# BRITONS



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BEFORE IT IS TOO LATE**

Serbia and Russia drew back from outright conflict, however, as Germany, with its vastly superior army, was tied to Austria-Hungary through the Triple Alliance.

The Second Balkan Crisis consisted of two Balkan Wars, the first of which took place in 1912 when the Balkan League (comprising Bulgaria, Greece, Serbia and Montenegro) went to war against the Ottomans to acquire historical territory they claimed was theirs. The League won a quick victory, driving the Ottoman Empire back to roughly the current borders with Turkey.

In the Second Balkan War, in 1913, Bulgaria fell out with its former allies in a territorial dispute over Macedonia. Greece and Serbia, joined by Romania, defeated Bulgaria in a couple of months and the resulting treaties saw a greatly reduced Bulgaria and an enlarged Serbia, which had now established itself as the most militarily powerful country in the Balkans.

With nationalism rampant in south-eastern Europe, the Austro-Hungarians, with their disparate empire that contained Austrians, Hungarians, Czechs, Poles, Ukrainians and Croats, among others, grew very nervous of events in the region. To the forefront of their fears was the rise of a nationalistic, powerful and ambitious Serbia.

Meanwhile, a shadowy group of ultra-nationalist Serbians called Union or Death was formed in 1911 with the intention of bringing about the unification of the Southern Slavs under the banner of Serbia. The group, which became better known as the

Black Hand, were inspired by the unifications of Italy (1870) and Germany (1871) and consisted primarily of high ranking officers in the Serbian army. One of the most influential of these was Colonel Dragutin Dimitrijevic, who had first come to prominence when he organised the coup that led to the assassination of King Alexander of Serbia and his German wife, Queen Draga, in 1903.

It is generally accepted that Dimitrijevic and the Black Hand were behind the assassination of Archduke Franz Ferdinand in Sarajevo. This act, along with unqualified support from Germany, gave the Austro-Hungarians the pretext they wanted to force Serbia into a war. On July 23rd, less than a month after the assassination, Austria-Hungary issued an ultimatum to the Serbians. The onerous terms of the ultimatum, which Serbia was given 48 hours to comply with, included a demand that Serbia remove from its army and police force personnel named in a list provided by Austria-Hungary and also allow Austro-Hungarian police to actively take part in investigations in Serbia.

Due to a lack of international support, Serbia agreed to accede to everything in the ultimatum except for the demand to allow Austro-Hungarian police to operate in Serbia, which it saw as too great a breach of its sovereignty. This one refusal sufficed for Austria-Hungary, and at 11am on July 28th they declared war on Serbia. Within seven days Germany, Russia, France and Great Britain had also declared war and Europe fell into the abyss. ■



# KAYAKING in the Himalayas

BY APTCE DANIEL O'BRIEN  
PHOTOS CPL DARREN  
CLARKE AND APTCE  
DANIEL O'BRIEN



*Scouting Big Brother Rapid on Kali-Gandaki: Ray Ryan and Daniel O'Brien. Photo by Darren Clarke*

**F**our members of the DF Kayak Club took part in an amazing three weeks kayaking in Nepal from 29th March to 19th April, where they paddled over 400km with a drop of over 2,300m. The trip was part of a Level 4 river leadership training course.

Late in 2013 some members of the DF Kayak Club became interested in organising a trip to Nepal, and after months of preparation and organising, a group of four headed to the capital of Nepal, Kathmandu.

We arrived with our gear via three different routes over 24 hours, picked up our rented boats, and travelled from Kathmandu towards Pokhara hitting the Trisuli river en route: a nice warm up river with a few sticky holes.

The next day we headed to the Kali Gandaki for three days, where we tagged along with a raft trip that was heading that direction, solely for food and transportation. Here we tackled some nice grade 3-4 water, and with temperatures pushing upwards of 30° the cold glacial melt water was welcome. We returned to Pokhara and headed 40mins up the road to run the Upper Seti twice in one day, a fun little river with great potential in slightly higher water.

We pushed east the next day to the Marsyangdi River for a further three days, running the top half twice and bottom half once, an amazing non-stop, three-hour, white-water ride. We then headed back to Pokhara followed by a rest day to pack for the Karnali, probably the most famous, largest and remotest river in Nepal. We were told by local kayakers it would take a minimum of six days to cover its 180km. The locals also warned us of tiger footprints in the sand and monkeys stealing our food!

Taking a 19-hour bus ride from Pokhara to Surkhet, followed by another six-hour bus ride to Dungheswar, we hit the river about 3pm and paddled for three hours before camping up.

The next day comprised an 80km stretch through a remote canyon with no villages or road access apart from the odd rope bridge. Locals that we encountered in handmade dugout canoes were amazed to see people with white skin.

Solid grade 4 and 5 water ensued, with large breaking wave

trains, side sweeping waves, sticky holes and siphons, and the sheer volume of water was unlike anything we had ever paddled. Starting at 8am we pushed hard to cover another 80km stretch of fast-moving, flat water, with some serious wave trains and rapids.

We hit Chisipani at 4pm and the sight of a massive concrete suspension bridge was a relief. Here we caught a bus packed with people, tying our boats and ourselves to the roof for the night and arriving back in Pokhara early the next morning.

After a day's rest we decided to head back to Kathmandu and go out to the Bhote Khosi River, a nice, tight, gorge-type river that is more like an Irish river, and ran it twice over two days with bungee jumps and a canyon swing in-between, then back to Kathmandu.

On our last day we had decided to hire a jeep (\$25pp) and take a seven-hour journey back to the Upper Marsyangdi, easily the best river we have ever run, although it has a dam halfway down, which is why it is split into two sections. A second dam is currently under construction on the upper section. With two slip-ups (swims) on the last day we got back in the jeep and headed back to Kathmandu before catching our separate flights and heading home.

Overall, it was a trip of a lifetime and well worth a venture for anyone willing to do it. There are some horror stories but don't mind them; just keep your diet mainly vegetarian and use plenty of hand sanitizer gel. ■

**A short film of our trip can be found at:**  
[www.youtube.com/watch?v=pgBNcCAquRY](http://www.youtube.com/watch?v=pgBNcCAquRY)

**To find out more about the DF Kayak Club contact Comdt Ian Burke on ext 2994 or email [ian.burke@defenceforces.ie](mailto:ian.burke@defenceforces.ie)**

*Put-in on the Trisuli River: (l-r) Aptce Daniel O'Brien, Cpl Darren Clarke, Pte Raymond Ryan and Comdt Ian Burke.*



*Full kit to be worn and carried in boat for Karnali trip. Photo by Daniel O'Brien*



*Comdt Ian Burke and Cpl Darren Clarke trying out a local's kayak made from a plastic pipe!*





# Olympic LIFTING

BY CPL KARL JOHNSTON,  
INSTRUCTOR, 2 BDE BTC

**T**he modern soldier should be strong, powerful, and fast, while remaining flexible and mobile. Olympic lifting is, or at least should be, the backbone of any solid, well-structured strength and conditioning programme. With the advent of the modern strength and conditioning coach and the ever rising popularity of the Cross-Fit franchise, Olympic lifting has brought to the fore again and given its rightly deserved place in the modern strength training programme.

The two competition lifts in the Olympic style, the Snatch and the Clean and Jerk, appear almost graceful when performed correctly. They also combine testing human ballistic limits (explosive strength/power) with more mobility and a greater range of motion than other lifts.

Running 5-10km is a great way to build aerobic endurance, but for building the power and explosive strength required by the more taxing physical aspects of our job, Olympic-style weightlifting simply cannot be beaten.

On 5th May 2014, 20 coaches comprising PTIs, civilian-qualified strength and conditioning coaches, and personal trainers from various units across 2 Bde, assembled at the newly refurbished gym in Cathal Brugha Bks for a day-long Olympic lifting workshop with the national and international record holder and 14-time national senior champion, Wayne Healy. Wayne has also been the head coach of East Coast Barbell in Blackrock, Dublin, and the head weightlifting coach at DCU, to name a few of his many coaching accolades.

The first lift to be taught after a comprehensive and extremely functional warm-up was the Snatch, a single, fluid, explosive movement requiring the barbell to move from ground level to an overhead squat position and finally standing tall to full lockout. Wayne instructed the aspiring coaches through several progressions of the lift before a final demonstration of a perfect execution with a colossal weight of 117.5kg (unofficially beating his national record of 115kg).

After a short break, work commenced on the Clean and

Jerk, which requires the barbell to move from the ground to a 'front-rack' position resting on the front of the shoulders,

and finally the athlete dropping under the barbell to a lunge and standing tall to lock the weight out overhead. Once again Wayne coached the various progressions of the lift before finally demonstrating a flawless execution with a weight of 140kg.

Olympic lifting is something that must be practised and finely tuned in order to ensure good technique, and with proper form explosive strength gains can be quickly achieved without overloading the barbell with too much weight. After a day of comprehensive instruction from Wayne, all the coaches involved had a good grasp of the mechanics behind these two big lifts and we can now begin to filter this excellent and extremely functional training style throughout our organisation. ■







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# GEAR REVIEW



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## HATCH SOG-650 OPERATOR TACTICAL GLOVE

**COLOUR:** OLIVE GREEN

**PRICE:** €69.35



### *The manufacturer says...*

Constructed of goatskin leather palms and sewn with abrasion, cut and heat-resistant Nomex® thread. Goatskin provides superior abrasion and tear resistance over cowhide or sheepskin, yet offers a comparable thickness for comfort and durability. Nomex®/Kevlar® blend provides excellent heat and flash protection. Elasticized wrist keeps the Operator™ taut, while the elasticized gauntlet keeps out foreign objects and prevents snagging. Patented Cut-Ring stitching allows optional removal of the index finger for trigger control without unravelling the remaining edge.

### *Our reviewer Cpl Paul Millar (PR Branch, DFHQ) says...*

It's hard to find a suitable pair of gloves for the ranges or for exercises. They either offer great protection, but you can't perform simple manual tasks, or they're too thin and you end up with injured hands. The Hatch SOG-650 Safariland gloves look unusual with a high gauntlet, but they strike a good balance between protection and dexterity. They fit well, but they're not too restrictive or clammy. The padding and protection is strategically placed to keep the profile down and maintain breathability with the kevlar upper. They're not waterproof and they're not insulated for cold weather, but that's the tradeoff for the other features. The trigger finger cutoff is a bit of a gimmick, as you'll have to permanently cut the tip off to achieve this. The heat resistant palm gives you those vital few seconds after you accidentally place your hand on a hot GPMG barrel and the tasks you can do without taking them off is fantastic. Field stripping a rifle or firing a pistol is achieved without the usual clumsiness of other gloves. Also the dreaded task of writing on the ground is that much easier. You won't be able to reproduce the Book of Kells, but they're more than good enough for the standard ammo/cas states or frago's. If they made them waterproof while maintaining the other brilliant features, they would be fantastic value. All in all, it's a glove that is designed for a specific, well thought out purpose and they perform that brilliantly.

*Durability 9 - Comfort 10 - Heat/Flash protection (Kevlar Material) 10 - Tear Resistance 8 - Trigger Control 8*

## BENCHMADE MINI BARRAGE

**PRICE:** €109.00



### *The manufacturer says...*

A popular small folding knife with a 2.5mm Mini Drop-Point blade, with a satin finish and black handle - a combined plain and serrated edge model.

BenchMade's spring-assisted Mini-Barrage knives combine speed and strength in one complete package. With 2.91 inch 154CM Stainless Steel (58-61HRC) blades, these tactical knives are strong, durable and ready for anything.

The Mini Barrage knife series employ the AXIS® locking mechanism with dual thumb-stud opener - A 100-percent ambidextrous design, AXIS® gets its function from a small, hardened steel bar which rides forward and back in a slot machined into both steel liners. The bar extends to both sides of the knife, spans the liners, and is positioned over the rear of the blade. It engages a ramped, tang portion of the knife blade when it is opened. Two omega style springs, one on each liner, give the locking bar its inertia to engage the knife tang. As a result, the tang is wedged solidly between a sizable stop pin and the AXIS® bar itself.

The Mini-Barrage is available with both all black coated and satin finish blades with either plain or combination plain and serrated edge models.

Same powerful design in a smaller package. 154cm stainless steel blade (58-61HRC), Valox® handles and stainless steel liners. AXIS®-Assist locking mechanism. Reversible tip-up pocket clip. Blade Length: 2.91". Blade Thickness: 0.100". Handle Thickness: 0.570". Blade Material: 154cm Stainless Steel. Blade Hardness: 58-61HRC. Blade Style: Drop Point; Ambidextrous Thumb-Studs. Weight: 3.40oz. Pocket Clip: Reversible Split Arrow. Lock Mechanism: AXIS-ASSIST Lock. Overall Length: 6.91". Closed Length: 4.00".

### *Our reviewer CQ Patrick McKay (Kilbride Camp) says...*

This knife is a very good piece of kit. The size of the knife makes it very comfortable to hold / use and with the clip can be secured very easily in a pocket. The metal is of high quality, the blade is very sharp, and remains sharp even after heavy usage, making it very durable. Benchmade's Axis lock is an excellent design and works great at keeping this knife locked in with absolutely no movement in the blade when in use.

This knife is something you would really like to own, but for value it is priced on the higher level of what one might expect to pay, but if you can, well worth the investment, you will own it for a long time!

*Durability 9 - Easy Access 8 - Value 7 - Lock Mechanism 8 - Sharpness 10*

## COMPETITION

**This month Team Alpha is offering a €100 Voucher to be used on their website [www.team-alpha.ie](http://www.team-alpha.ie).**

*For a chance to win this month's prize answer the following question: How many colours do the 5.11 TacLite Pro Pants come in?*

**Answers to An Cosantóir's regular address or by email to [subs@military.ie](mailto:subs@military.ie) by the 21st June 2014. Winner will be the first correct entry drawn.**

*Last month's winner was: Ronan McAndrew*





# NOTICEBOARD

## PUBLISHED POEMS

Award winning historian, author and poet, Airman Michael J. Whelan, 2nd place winner of the *Patrick Kavanagh International Poetry Award 2011*, 3rd place winner of the *Jonathan Swift Creative Writing Awards (poetry) 2012*, author of *The Battle of Jadotville: Irish Soldiers in Combat in the Congo, 1961* and *Allegiances Compromised: Ex British Soldiers in the Irish Army 1913-24*. He served as peacekeeper in both Lebanon and Kosovo in the mid 90s. He is now the curator of the Air Corps Museum and Heritage Project and has recently had some poems published in the *Galway Review Literary Journal*, <http://thegalwayreview.com/2013/02/07/michael-j-whelan-three-poems/> and five poems on peacekeeping published in the *Three Monkey's Online Magazine*, <http://www.threemonkeysonline.com/author/michael-j-whelan>  
To see more of his work visit his website: [www.michaeljwhelan.wordpress.com](http://www.michaeljwhelan.wordpress.com)

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## Q&A JUNE

### 1. WHAT YEAR WAS THE IRISH MILITARY VEHICLE GROUP (IMVG) FORMED (THIS ISSUE)?

Answers on a postcard to our normal address or email [subs@military.ie](mailto:subs@military.ie) for a chance to win a Defence Forces 'Goody Bag'.

Last month's winner of the 'Goody Bag' was Seamus Quigley. Closing date is 20th June 2014.



## Dates for your diary:

13 July 2014 - National Day of Commemoration - Royal Hospital Kilmainham, Dublin

19 July to 23 August 2014 - Ceremonial Guard - Merrion Square Memorial, Dublin

20 July 2014 - Defence Forces Race Day @ The Curragh Racecourse, Kildare

20 July 2014 - Bray Air Show, Co Wicklow

2 September 2014 - Defence Forces Veterans' Day, Curragh Camp, Co Kildare

8 October 2014 - An Cosantóir 10K Road Race Phoenix Park, Dublin



## READY TO KILL

(#4 IN THE NATHAN MCBRIDE SERIES)

**Author:** Andrew Peterson

**Publisher:** Thomas & Mercer (April 29, 2014)

**Sold by:** Amazon Digital Services, Inc.

**ISBN:** 978-1477822807/ **ASIN:** BooH3QQGV6

**Price:** €4.80 eBook / €6.50 PB

**Pages:** 348

ANDREW PETERSON'S FOURTH instalment in the Nathan McBride action series is another top tier novel, with that "can't put down appeal."

A note is thrown over the US Embassy wall in Nicaragua by a mystery man containing Harvey's old CIA designation and claiming Viper is active in Nicaragua. Nathan and Harvey are called out of retirement by the Director of the CIA, to go down to South American and see what they can find out.

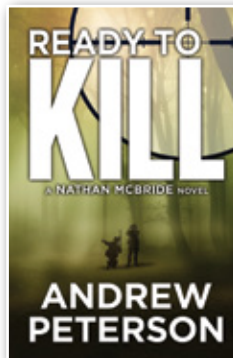
Viper is a Nicaraguan sniper, trained by the CIA, Nathan and Harvey his instructors. Has Viper gone rogue, the second note claims Viper is responsible for two killings in a remote gold mining village controlled by a cartel.

To add to the tension, this is the same jungle that Harvey carried Nathan barely alive out of after his three weeks of torture decades ago – the scars are not the only wounds he still carries.

In Nicaragua, they find an old friend who needs their help, Nathan owes him his life – and is willing go against the look and see mission and take action against Viper.

What happens next is a high octane adrenalin rush of moves and counter moves between the three of them against highly trained Cartel foot soldiers and their boss - a lethal sniper who kills for thrills. **WF**

**About the Author:** Andrew Peterson is a San Diego native who holds a degree in architecture from the University of Oklahoma. An avid marksman who has won numerous sharpshooting competitions, he has donated more than two thousand books to American troops serving overseas and wounded soldiers recovering in military hospitals. The bestselling author of *First to Kill*, *Forced to Kill*, and *Option to Kill* - the first three thrillers in the Nathan McBride series - Peterson lives in Monterey County, California, with his wife, Carla, and their three dogs. [www.andrewpeterson.com](http://www.andrewpeterson.com)



## STRATEGY: A HISTORY

**Author:** Professor Sir Lawrence Friedman.

**Publisher:** Oxford University Press, USA

(September 2, 2013)

**Sold by:** Amazon Digital Services, Inc.

**ISBN:** 978-0199325153

**ASIN:** BooF3D4IVG

**Pages:** 767 pages

**Price:** €15.78 eBook /

€18.67 H/B

SIR LAWRENCE

FRIEDMAN captures the intricate complexity of the study of strategy.

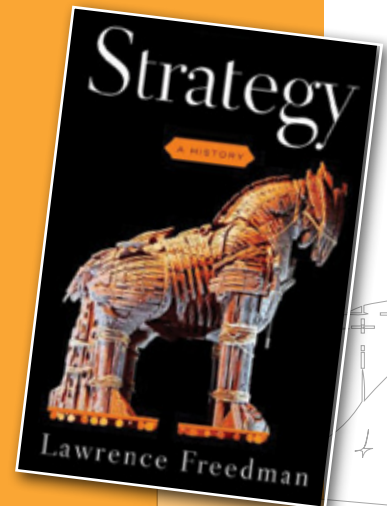
The painstaking detail the professor has gone through in referencing, description and formulation of the

book is to be admired. The chapters themselves flow almost in a lecture style, filled with the balance and perspective of the subject that only a few could manage.

The book itself narrates the subject highlighting the key philosophers and practitioners of strategy from classics such as: Sun Tzu, Clausewitz, Napoleon, Moltke and the much ignored Jomini. The book also expands to include less conventional but nevertheless important strategists of the modern age, like those of nonviolent resistance, for instance Dr Martin Luther King Jr. and Ghandi. Though not just focusing on political and military matters, the author has dedicated a generous eight chapters to the evolution of 'business strategy'.

At 715 pages the book is an absolute mammoth and purchasing the kindle edition is some excellent tactical advice, and is well worth a read for those who wish to see the links between business and military strategy. An invaluable asset to any bookshelf.

**Review by Robert Tarrant, who holds a BA in International Relations from Dublin City University (DCU). He is a graduate of MSc Strategic Studies at the University of Aberdeen.**





## NAME

ANGELA LYONS

## RANK

LIEUTENANT

## UNIT

44 INF GP, IRECON, UNDOF

**W**hen I was studying for a degree in physical education and chemistry at the University of Limerick there were two officers from the Defence Forces on my course, with whom I had lengthy discussions about a career in the army. I also spoke to a number of female officers who I played football with. After I graduated I decided it was a career that very much appealed to me. I particularly liked the prospect of undertaking robust training, maintaining high levels of fitness, learning military skills and getting the opportunity to lead troops.

Due to my background, I spent almost two years as the Brigade Physical Education Officer, responsible for conducting the fitness testing of all personnel in the brigade. I also co-ordinated any brigade sporting events and oversaw the running of numerous gymnasiums.

In 2 Cav Sqn I operated as troop commander and later as the operations and training officer.

I also successfully completed a number of courses, including YO's corps specific training, reconnaissance, motorcycle dispatch rider, military static-line parachuting, and Mowag crewman.

In 2012, I was attached to 02 ISTAR Coy, EU Battle-group as a troop commander. In this role I was in command of 30 troops and four cavalry-variant Mowag Piranha MK III APCs, two close-recce and

two medium-recce cars. We underwent continuous training and multiple exercises in order to be prepared for deployment once the 'stand-by' phase was reached. Although the battle-group was not deployed during its stand-by period it was an excellent experience in training and commanding a full recce troop. It also afforded me the opportunity to travel to Germany with a small representative group from the company, for the



Force HQ simulated certification exercise.

I was notified of my selection for overseas service with UNDOF in October 2013 and commenced phase two of pre-deployment training with 44 Inf Gp in January 2014 in Stephen's Bks, Kilkenny in anticipation of our deployment to the Golan Heights.

My appointment is Recce Section Commander with the Force Reserve Company (FRC), and in this role I operate with the cavalry variant of the Mowag Piranha MK III and act as patrol commander for the various patrols conducted within the UNDOF area of responsibility, from force commander escorts to routine patrols.

This is my first overseas mission and to date it has been a very enjoyable trip. I have an excellent section under my command, with invaluable previous overseas experience. It is of great benefit being able to draw on this level of experience and balance it with my own determinations. I also enjoy working with the various other troop-contributing contingents within the camp and learning from them militarily and culturally. Although I miss my family and home, being overseas is made easier by the friendliness and solidarity of our group and our fellow occupants of Camp Faouar. ■

*"being overseas is made all that easier by the friendliness and solidarity of the group and indeed of all fellow occupants of Camp Faouar."*





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